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COUNTRY OF ACTIVITY REPORTING
GERMANY

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS
SCHKEULITZ, SZGDATE OF INFORMATION
Sep 57-Jan 58

C

SUBJECT (Descriptive title. Use individual reports for separate subjects)

Construction Activities on Airfield SCHKEULITZ (5124N-1213E)

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form unless report can be fully stated on AF Form 112. List inclosures, including number of copies)

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I. This report contains info on Construction Activities on Airfield SCHKEULITZ (5124N-1213E) location and scale layout sketch of airfield, number, type, color, and description of air activity, physical description of airfield and aircraft industrial facilities with some operational data, location and description of bldgs under construction, location of scheduled construction sites with info on planned construction dates and purpose, description of technical facilities, and security mea

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II. CONSTRUCTION ACTIVITIES ON AIRFIELD SCHKEUDITZ(5124N-1213E):

Refer to Pt 1, Fig 1, Overlay of AMS M841, Sheet 4539 of ZWOCHAU(5128N-1216E).

Refer to Fig 2, Memory Sketch of Airfield SCHKEUDITZ(5124N-1213E).

1. ROAD OVERPASS: Concrete structure, 4.5m height. Built over Superhighway, Pt 48. Carried Road, Pt 3.
2. CLOVERLEAF: Of Superhighway, Pt 45, and Superhighway, Pt 48.
3. ROAD: Referred to as Clessinger Landstrasse (highway). Main road, asphalt surfaced, poor condition, light traffic of agricultural vehicles.
4. PLANNED EXPANSION AREA: Of Airfield Surface, Pt 7, which was to be extended to outlined size in the future, deadline given as 1960 (as SOURCE heard from fellow workers and construction company foremen). SOURCE also heard that a possible rerouting of either Superhighway, Pt 45, or Superhighway, Pt 48, was viewed in connection with planned expansion.
5. INDUSTRIAL BLDG: Belonged "MAB" ("Maschinen- und Apparatebau" - Machine and Apparatus Construction) SCHKEUDITZ. Pre-WW II constructed bldg, destroyed during the war, reconstructed in 54/55. Single-story reinforced concrete-frame brick bldg, 85x20x10.5m, low-pitched gabled roof on steel truss construction, covered with reinforced concrete slabs (individual size 160x75x8cm, tarred; presumably with basement (no details), concrete floor (material referred to as "DURAMIT", concrete of special hardness); steel-frame factory-type windows, 2x5.5m, 2m over ground, individually spaced 2.5m apart; one each door on E side and in W part of S side, 4-winged folding metal doors 15x8m; on N side, two double-winged metal doors, hinge-type, 3x3.5m; electricity, water, sewer, telephone, and central heating systems. Not entered by SOURCE. SOURCE observed moveable staircases used as passenger access stairs for aircraft which were presumably fabricated in subject bldg and which were stored outside for shipping by trucks to unk destination. No info on labor force and shifts.
6. INTERNAL ROAD: Pre-WW II constructed concrete road, 15m wide, excellent condition, sidewalk (pebblestone surfaced) on W side, sewerage, illuminated by electric lamps attached to steel posts. Served as access for workers employed in industrial facilities on Airfield Area. SOURCE observed 2 times within period of observation that NPA (National People's Army) owned communication trucks, SZG-made, had white license plates with black "VA" lettering and unrecalled numbering, box-type metal superstructure, on 3-axle chassis, provided with four vertical straight antennas, telescopic type, extended 1m over vehicle body, drove on subject road and proceeded to Apron, Pt 25, where they were parked during last part of period of info, presumably engaged in communication activities as vehicles were manned by 8 NPA soldiers (billeted in trailers attached to vehicles) during air activities.
7. AIRFIELD SURFACE: Former German air force military airfield, no data on history. Level, grass-covered, soft surface (depressions by aircraft wheels up to

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500m deep). Served local training flights of 20-minutes length, individual flights of NPA-owned YAK-18 (total number unknown), olive-painted, with NPA-emblem at rear end of fuselage, black unrecalled numbering on side of fuselage. Also training or test flights as above, of YAK-15 (total number unk), same painting and marking as YAK-18; and same activity of allegedly Czech single-engine reciprocating trainers referred to as "TRAINER", had same markings as above aircraft. Propeller hubs were painted red on all 3 types of aircraft, total number of all 3 types estimated at 15 (normally parked on or beside Apron, Pt 10, facing in W direction. Besides above-mentioned air activities, test flights of aircraft type IL-14, (total number averaged 8, were here allegedly for repairs or modification, if any of these aircraft were flown away, new aircraft of same type arrived) provided with markings of the Soviet Zonal "LUFTHANSA", of the Polish airline, or with NPA emblems (olive painted, black unrecalled numbering on fuselage side).

One biplane of unidentified type without markings of light blue color, was observed taking off from this airfield on 6 Jan 58. 50X1-HUM

8. ALLEGED CONTROL TOWER: Pre-WW II, three-story yellow-plastered load-bearing brick structure, 30x8x11.5m, normal windows, topped by platform with masonry railing. On top, two identical, 2.5m high vertical straight communication antennas.

9. ADMINISTRATION BLDG: Pre-WW II origin, no war damages, 2-story yellow-plastered load-bearing brick bldg, 92x30x9m, flat unidentified roof, bore 2.5m high structure similar to upper part of Alleged Control Tower, Pt 8, on E part of bldg; bldg had basement, concrete floors, stone stairs, conventional windows, conventional doors inside; entrance on SSE side was multi-winged hinge-type wooden door with glass inserts, guarded by civilian gatekeeper, unarmed; electricity, water, sewer, telephone, central heating systems provided. Basement: no info on interior. Ground floor: Mess hall, club, dispensary and doctor's office. Second floor: Technical drawing offices and administrative facilities for the "MAB" installations, no info on number of personnel.

10. APRON: Pre-WW II structure, located in SE portion of Airfield Surface, Pt 7, concrete, good condition, 20cm thickness, irregular shape, 175x45m overall dimensions. Used as access to Airfield Surface, Pt 7, and for parking of above-mentioned aircraft (as under Airfield Surface, Pt 7.).

11. GARAGE UNDER CONSTRUCTION: Construction started on 28 Dec 57, concrete foundations cast at end of period of info (10 Jan 58). Intended as Garage for fuel trucks formerly parked in same place as subject bldg (two tank trucks of each 4,000 liters capacity, SZG models, 3-axle type, green painted, with red and white stripes painted around tanks; provided with white license plates, black numbering preceded by 2 black letters, first letter always "S"). Dimensions of foundations 20x15m, no detailed observations as SOURCE was not engaged with construction of this bldg. It was commonly known among workers that the location of this garage was planned wrongly as it was interfering with the Planned Hangar Site, Pt 12, and foundations already existing were to be removed. No info where this garage was to be relocated after completion of Planned Hangar Site, Pt 12.

12. PLANNED HANGAR SITE: Location obtained thru talks with fellow laborers. Dimensions to be 75x50m. Construction deadline 1959. No work started yet.

13. PLANNED HANGAR SITE: For hangar #7. Construction scheduled for 1959, no work started yet. Planned dimensions 150x50m. Info by conversations with fellow worker and foremen.

14. FIRE DEPARTMENT: Constructed in 54/55. Two-story load-bearing white plastered brick bldg, 18x14x8.5m, unrecalled roof, with basement (not entered), concrete floor, conventional windows on second floor level; four, 2-story metal folding doors, electrical operation; electricity, water, sewer, telephone, central heating, and fire alarm systems provided. Two medium-sized 2-axle type fire trucks; modern SZG types. Second floor accommodated billets and alert room for fire department personnel; total strength 10 people's policemen. Attached to N-most end of bldg, a bare masonry tower for fire hose, 7x6x14m.

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15. **INDUSTRIAL BLDG:** Part of the "MAB" plant. Constructed in 54/55. Single-story white-plastered load-bearing masonry, L-shaped, E-W wing 100x15x5.2m, N-S wing 20x15x5.2m, low-pitched tarpapered gabled roof on reinforced concrete supports, presumably no basement; concrete floor; factory-type windows, steel-framed, 1.3x4m, spaced 60cm apart; three doors on S side, one door on W side, double-winged hinge-type metal doors, 3x3.5m, three normal doors of unrecalled material on N side of bldg; electricity, water, sewer, and central heating systems provided. E-most portion of bldg accommodated forge, 15x10m floorspace, equipped with conventional manual tools and unrecalled type welding equipment; adjoined eloxadizing department 60x15m floorspace, SOURCE entered bldg once in Dec 57 and observed 2 eloxadizing basins, 3x1.3x0.8m, other equipment not recalled; adjoined auto repair shop, 15x10m floorspace, with conventional equipment for minor repairs, served repairs on privately-owned passenger cars of administrative and technical personnel, sometimes, SZG-made trucks of subject plant were repaired; adjoined electric welding shop (which took up remaining part of E-W wing and entire N-S wing of bldg). No details on personnel employed in bldg, or shifts. No operational data on forge and welding department. Eloxadizing department served treatment of various aircraft parts including ribs, wing parts, large variety of smaller unidentified presumed aircraft parts, no details obtained.

16. **TAXI STRIP:** Constructed in 53. Dimensions 250x25m, thickness of concrete 18-25cm, good condition. Connected Apron, Pt 25, with Apron, Pt 10. Utilized by aircraft as mentioned under Airfield Surface, Pt 7.

17. **INTERNAL ROAD:** From Apron, Pt 25 in W direction up to Fire Department, Pt 14, recently improved concrete road, in excellent condition, 15m wide, provided with sewerage, illuminated by electric lamps attached to adjacent bldgs; from Fire Department, Pt 14, on in W direction, hard rolled crushed stone surfaced road, 15m wide, poor condition, no sewerage, illuminated by 2 electric lamps on steel masts. Very light traffic of trucks of construction companies. No info when the unsurfaced part of this road was to be reconditioned.

18. **HANGAR UNDER CONSTRUCTION:** Referred to as hangar #6. Construction started late 56, not completed at end of period of info. Single-story steel-frame bare masonry bldg, 150x50x16m, roof slightly sloping towards N, covered with reinforced concrete slabs, individual size 160x75x8cm; no basement, coarse concrete floor; no windows or doors provided yet. SOURCE was not certain whether bldg in its present shape was only part of an even larger bldg as the roof on its S side was limited by a 150m long steel girder permitting annexing of further bldg components. Along E and N portion of bldg inside, reinforced concrete framework provided for construction of 2-story administrative sections accommodated within hangar. No facilities installed yet. No info on planned construction as structural process was delayed by lack of steel reinforcements for concrete work.

19. **INTERNAL ROAD:** From intersection with Taxi Strip, Pt 16, in N direction up to Hangar under Construction, Pt 18 (125m length of way), recently constructed concrete road, 20m wide, excellent condition, drained by parallel trenches; from then on in N direction to intersection with Road, Pt 20, unsurfaced road of same width, very poor condition. Light traffic of trucks belonging to construction firm. No info when and whether N portion of road was to be improved.

20. **ROAD:** Branched from Road, Pt 3, led in W direction towards Airfield Surface, Pt 7; unsurfaced road, 8m wide, poor condition, drained by parallel shallow trenches, used by construction firm trucks.

21. **WATER RESERVOIRS:** Two identical, constructed in Oct 57. Overall dimensions of vertical cylindric tanks each 8.7m diameter, 6.3m height; concrete base, side walks composed of concrete elements, reinforced with steel rings, lined with watertight plaster; covered with conically shaped reinforced concrete roof. Roof not yet completed at end of period of info, reservoirs not yet operational. Purpose was to supply industrial installations on airfield site with water.

22. **WATER WORKS UNDER CONSTRUCTION:** Construction started Jun 57. Completed in bare structure at end of period of info. Single-story reinforced concrete-frame masonry bldg, 25x25x7m, reinforced concrete gabled roof; no basement; concrete

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floor not yet constructed; windows and doors not yet provided; equipment not yet installed. Scheduled for completion in later Mar 58.

23. INDUSTRIAL BLDG: Referred to as "Halle #9" (bldg #9). Constructed late 56/mid 57. Single-story white plastered reinforced concrete-frame masonry bldg, 100x50x12m, slightly gabled roof of reinforced concrete slabs 160x75x0.8m on reinforced concrete trusses; no basement; concrete floor; steel-frame industrial type windows 2x2.5m, 2m over ground, spaced 1.5m apart from each other; on S side, 2 large double-winged hinge-type metal doors; the whole N side of bldg composed of multiwinged metal folding doors; two 3x3.5m metal hinge-type double-winged doors on W side; electricity, water, sewer, telephone, and central heating system provided. Bldg belonged to "MAB", served aircraft construction (construction

trainers type YAK-18), bldg was off limits to construction workers

When working on outside construction jobs,

was equipped with various metalworking machine tools and assembly berths for simultaneous assembling of 4 aircraft of above type, allegedly for comp aircraft construction, no info on origin of parts and engines, aircraft were provided with NPA emblems; no info on labor force. E-most part of bldg accommodated administrative offices and small sub-departments for skin fabrication. During entire period of info, 3 or 4 aircraft of above type were under construction, no completed aircraft were observed leaving bldg.

24. INDUSTRIAL BLDG: Referred to as "Halle #5" (bldg #5). Constructed 55. Same dimensions and structural details as Industrial Bldg, Pt 23, except that roof was provided with skylights. Belonged to "MAB" aircraft plant.

no details on equipment.

7 aircraft of

type IL-14 under construction or undergoing modifications of unk type, no number of laborers, no operational info. During period of info, 2, IL-14 aircraft with NPA emblems, 3, IL-14 of Polish airline, 3, IL-14 HANSA, and one government IL-14 (bore SZG emblems and inscription "3. Parteitag der SED" (Third Party Meeting of Socialist Unity Party of Germany)), aircraft remained in bldg for unk type of repair for unk individual periods. Thru S-door, one unidentified biplane, provided with SZG emblems, no whether under construction or for repair. Thru door on N side, one MIG-15 or MIG-17 aircraft, silver color, no details on emblems (observed only partially from outside), no info whether for repair or modification.

25. APRON: Constructed presumably prior to WW II, partly war-damaged, was under reconditioning during period of info, reconditioning in SW portion not yet completed. Total extent 175x150m, thickness 20cm.

26. FENCE: Meshwire fence along E side of Airfield Area, 1.75m high, supported by concrete posts, barbed-wire-topped, not individually illuminated, lighting provided by lamps supported by adjacent bldgs, no guard towers, no patrols.

27. BRICK SMOKESTACK: Of tar plant located outside of Airfield Area, estimated height 27m, provided at top with red obstruction lights illuminated during night.

28. ROAD: Connected Main Entrance, Pt 31, with Internal Road, Pt 17, and Apron, Pt 25. Former road, partly reconditioned during period of info; ten-m wide concrete road, average condition, with sewerage, not illuminated, heavy traffic of trucks owned by construction enterprise and "MAB".

29. MAIN INDUSTRIAL BLDG: Referred to as "Halle 1" (bldg #1). Belonged to "MAB" aircraft plant. Pre WW II structure, partly war-damaged, reconditioned in 54/55. Single-story (partly accommodated 2-story office sections as described below) masonry bldg, no info whether and how framed, old portions gray-plastered, reconstructed parts white-plastered, overall dimensions (including N and W annexes) 110x78x13m; partly flat roof, partly low-pitched gabled roof of unidentified materials, complex layout and shape; basement; concrete floor; provided with numerous large metal doors, partly sliding type, partly hinge-type; windows not recalled, allegedly only few small windows as bldg was electrically illuminated day and night; electricity, water, sewer, telephone, and central heating systems provided. Bldg was accommodating main production facilities of aircraft plant. Basement:

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Locker room. Ground floor: Subdivided by numerous brick partition walls into unk number of smaller departments, included material storage departments; pattern shops to cut aluminum shapes from steel patterns, shapes used for both fuselage and wings, details not obtained; "export department" for fabrication of enormous steel tubes, made from welded sheet metal, diameter 1.8m, wall strength 2.5-3mm (tubes reinforced by circular bands), length of sections unk, allegedly for export 50X1-HUM China, purpose unk); machine shop with unk number modern machine tools of conventional types, individually electrical operation; tool room; research and development department for auxiliary equipment for use on airfields

Other auxiliary units, were painted blue, with LUFTHANSA emblems, were constructed and tested here, vehicles were mounted on 2-wheel carriage to be moved by je 50X1-HUM compressor department in NE part of bldg with unk number of electric compressors; wood drying department for joiner's and carpenter's shop; acid department

off limits to all unauthorized personnel, burned out after 50X1-HUM explosion about 20 Dec 57); joiner's and carpenter's shop, conventional equipment, shipping department (located in S part of bldg, for preparation of boxes of various sizes before shipping); administrative office; apprentice shop with 150 apprentices; department for assumed steel punching machine (concrete foundations to 2m depth base was constructed in Sep 57, large 7m high machine for unidentified operation was installed in Sep/Oct 57); dispensary. E-most portion of bldg accommodated 2-story part, second floor housed technical drawing offices. W-most annex to bldg was 2-story, ground floor accommodated varnishing shop, 2nd floor housed administrative offices. No info on labor force, worked partly 2-shifts of each 8 hours, partly one 8-hour shift, except Sundays. Products: Aircraft components, details unknown, presumably partly for assembly within other industrial bldgs on subject airfield site, partly for shipment to unk destination, details not obtained.

30. BRICK WALL: Two.10m high, barbed-wire topped and provided with broken glass on top; provided with 1 unused guard tower in E portion; wall was illuminated by spotlights; no patrols observed.

31. MAIN ENTRANCE: For both vehicles and personnel, secured by turnpike; 1 small guardhouse for civilian gatekeeper, unarmed, black-uniformed, and plant policemen (2, green uniformed, pistol-armed). Plant passes required; regular spot checks observed.

32. GARAGE: Constructed in 53. Single-story, gray plastered load-bearing brick, 90x10x4.5m, flat tarpapered roof, no basement; concrete floor, numerous wooden double-winged hinge-type vehicle doors on N side; no windows; electricity provided.

33. PEDESTRIANS' PATH: Concrete plated, not illuminated, for pedestrians only.

34. PLANNED POWER PLANT: As SOURCE heard from supervisors of construction enterprise, a power plant serving subject industrial site was to be constructed in outlined area, no info when construction was to be started. Earth depositing was started in mid-57 due to unlevel terrain, total extent unk.

35. ROAD: Branched from Road, Pt 3, in W direction to unk destination. Main road, pebblestone surfaced, good condition, with sewerage, on N side, pebblestone surfaced sidewalk; poorly illuminated by electric lamps; open to public traffic; light traffic of local significance except about work starting and closing hours when buses and vehicles for plant's employees used subject road.

36. ENTRANCE: No gate, provided with turnpike, small guardhouse, with 3-4 plant policemen, pistol-armed; plant passes required, frequent spotchecks. Mainly used by workers employed in Administrative Bldg, Pt 9.

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37. FENCE: Meshwire fence, supported by concrete posts, 1.75m high, with barbed wire strands at top; no info on illumination; no patrols observed.

38. ANNEX: Gray plastered 2-story load bearing brick annex to Industrial Bldg, Pt 5, constructed in 55, 35x20x8m; low-pitched tarpapered roof, conventional windows and doors; basement; stone floor; electricity, water, sewer, telephone, central heating provided. Ground floor: Test department for material testing; second floor: administrative offices.

39. ANNEX: Same structural details and construction date as Annex, Pt 38, except that it was single-story, 30x15x3.5m, accommodated tool crib.

40. BRICK SMOKESTACK: Seventeen-m high, not provided with obstruction lighting.

41. PURIFYING PLANT UNDER CONSTRUCTION: Construction started in summer 57, not completed at end of period of info. Total dimensions 70x40m, not separately enclosed. Served purification of waste water, comprised conventional purification facilities, no info on scheduled capacity.

42. UNIDENTIFIED BLDG: Constructed in 55/56. Single-story gray plastered load bearing brick bldg, 62x12x3.5m, tarpapered shed roof, no basement; no windows on E side, fifteen double-ringed hinge-type wooden doors, 2.8x3m; no info on facilities, not entered by SOURCE. Bldg provided with numerous signs "FEUERGEFAEHR- LICH" (flammable), bldg equipped with foam-type portable fire extinguishers fastened to outside. SOURCE occasionally observed that unpainted tin cans, varying size, were taken from this bldg to unk destination. No further details observed.

43. STORAGE BLDG: Pre-WW II constructed. Single-story gray plastered load bearing masonry bldg in poor condition, 75x15 x 5m, low-pitched tarpapered gable roof; no basement; small metal-frame windows, conventional sized wooden hinge-type doors; electricity provided. Referred to as "HANSALGER" (LUFTHANSA supply). Partly empty, used for storage of fuel wood, and workshop for model gliders utilized by GST (GESSELLSCHAFT FUER SPORT UND TECHNIK - paramilitary sports and technical activity).

44. FIRE POND. Constructed in 56/57. Concrete basin, tub-shaped bottom, 65x20x1.8m, filled with water, served firefighting purposes. Allegedly with warm water inlet as basin was never frozen over at subzero (centigrades) temperatures.

45. SUPERHIGHWAY: Led in S direction to WEISSENFELS (5112N-1158E).

46. DRR, ESG: Main line from LEIPZIG to HALLE (5130N-1200E), on 4m embankment, second track formerly dismantled, second track being installed, electrification was planned. No info on condition and technical details.

47. RUM RPAS: DRR, ESG, Pt 46, passed under Superhighway, Pt 45.

48. SUPERHIGHWAY: Led in W direction to HALLE.

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Overlay of AMS M841, Sheet 4539
of ZWOCHAU(5128N/1216E)
Figure 1

33 UUT 070 030

Center of Target:
512453N/121248E

33 UUS 040 990

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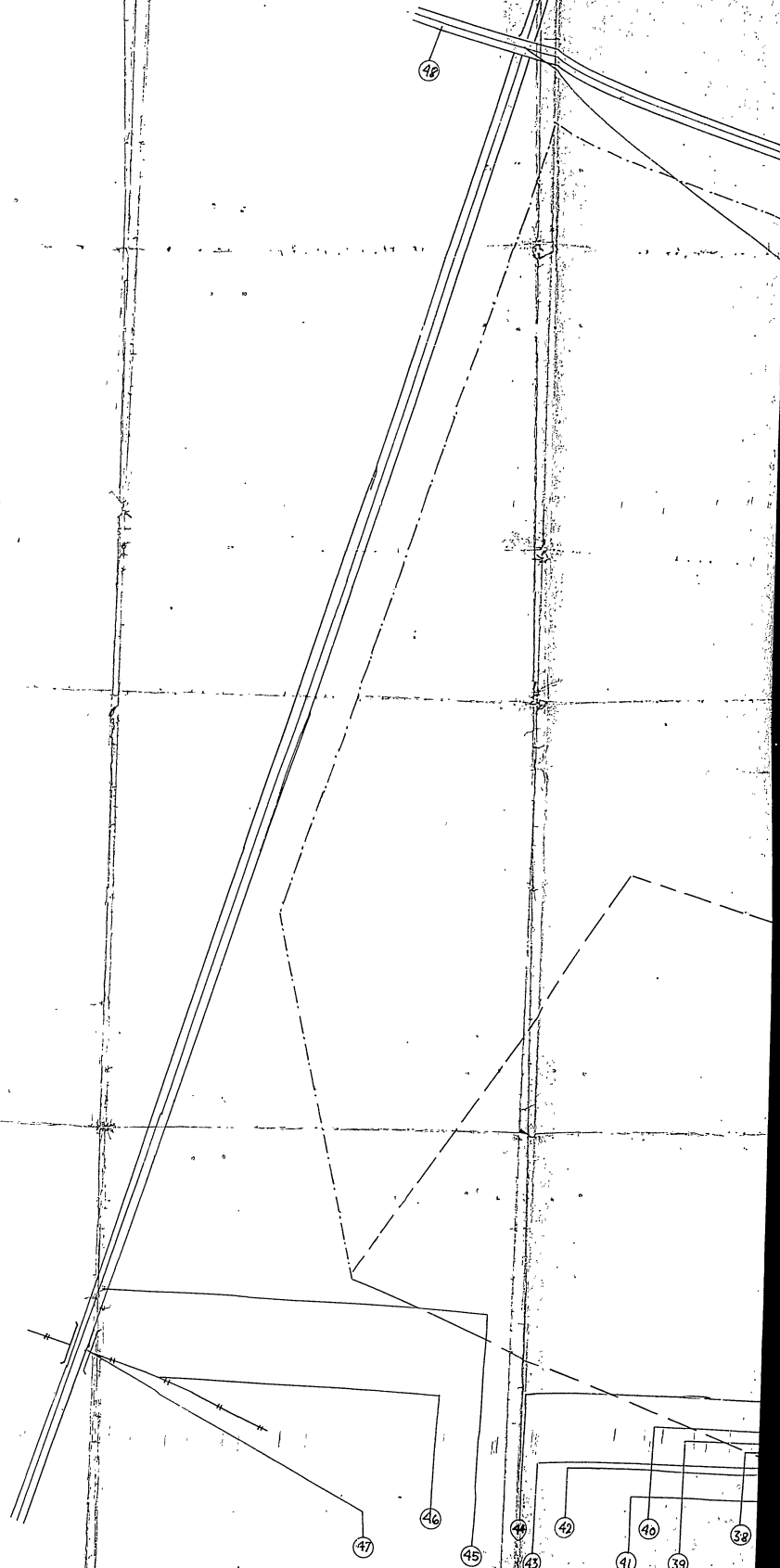
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FIGURE 2
SKETCH OF AIRFIELD SCHKEUDITZ (5124N-1213E)
SCALE 1:5000

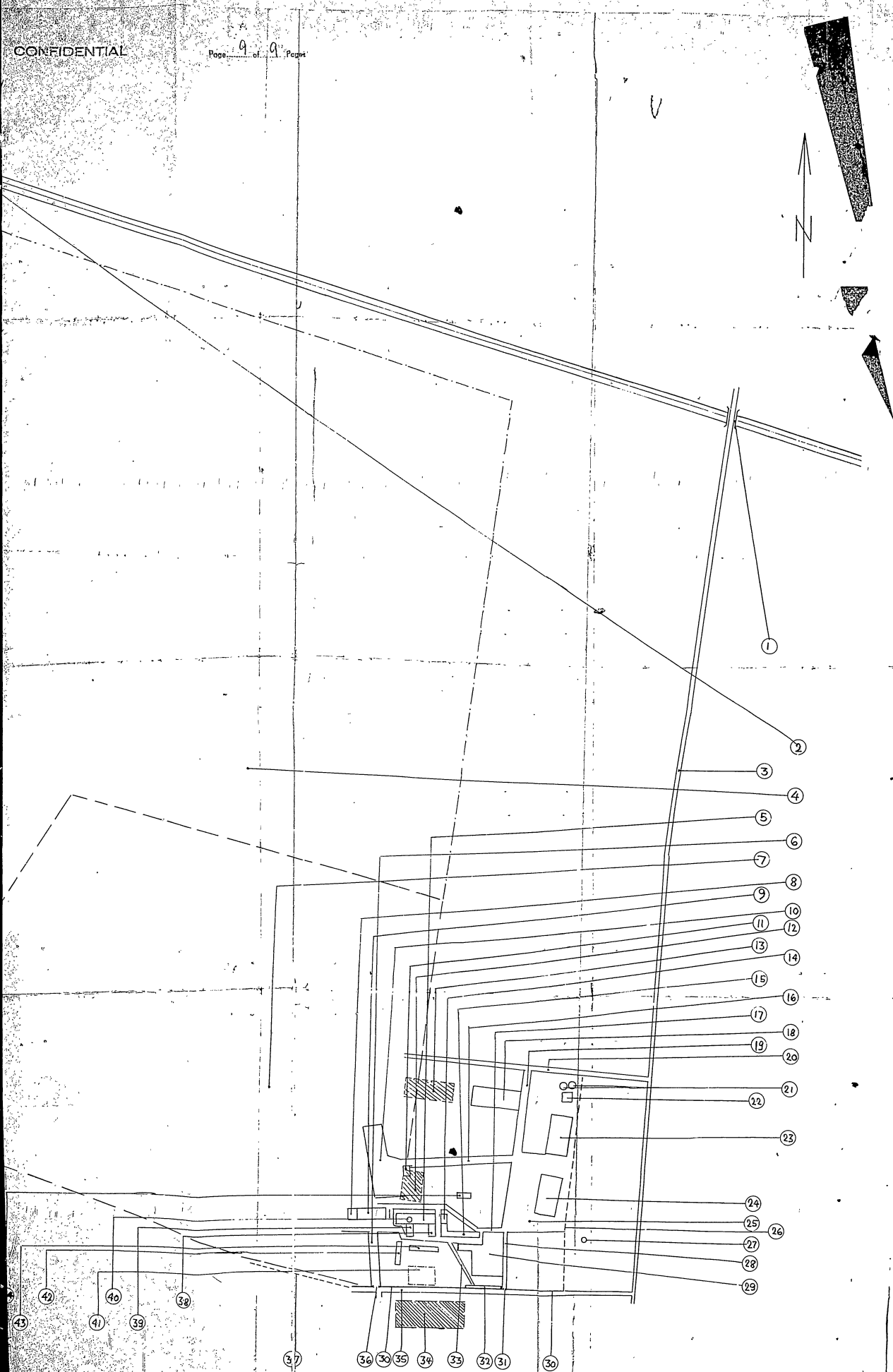
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